R. COBB & CO., No. 29 Wall-st., Stock Commission and Collection Brakers. STOCKS bought and so.d; State, Ratinand, City, and ther Loans negotiated.
COLLECTIONS made in all parts of the United States

AND WARRANTS .- The subscrib-Office, No. 9 Wall, corner of New-st.
MEGAREY & JOHNSON.

about ... \$300,000
It owes a funded debt, hearing 7 per cent inter-

This lease secures beyond question a certain moderate in-torne to the stockholders, and the prospective increase of this income which will inevitably arise out of the growing traffic over this main North and South route, cannot fall to make the stock of the Troy and Rutland Rairond a very de-firable investment. The receipts of the Company, working both lines, have, since the full opening of the line, been most lattering.

The lease gives the Rutland and Whitehall Company full power to reenter upon and take possession of their road, should the Saratoga and Washington Company ever fail in punctual payment of the dividend above named, or neglect to keep the property in good repair. This road passes through a thriving marble and woolen manufactoring, and a preductive agricultural dissrict, and it is the only outlet to Lake Champlain and the West for a large part of Vermont. It is now earning a handsome income for the lessors, and, from its patition as an indispensable link in a great North and South chain of railroads, and from its local traffic, it must ever continue to be a portifiable working road.

DENNSYLVANIA RAILROAD

LOAN—S,000,000 DOLLARS.—Sealed proposals will received at the office of the Company, in Philadelphia, till the 15th day of September next, at sunset, for the hole or any portion of the above-named Loan.

The Loan will be secured by a first mortgage on the Ralled of the Company—248 miles in length—and its equipent, which, when placed in complete operation between arrisburgh and Pittaburgh, with single track and sidings, will at \$12,500,000.

art \$12,500,000.

The amount of amounditional subscriptions to the capital tock of the Company on the Sirt May, was \$9,700,000, which will shortly be increased to Ten Millions. On these abscriptions there was paid at that date \$3,417,825.

This broad basis, together with the large receipts of the company from the business of the road in its unfinished contition, (demonstrating beyond a doubt, the shiftly of the formpany to pay not only interest on its debt, but ample diviends to stockholders, consiles the Directors to offer this and to expitalists, with an unqualified assurance that it will find as safe an investment of their funds, and as certain is be punctuality with which the interest will be med, as the est government accurities.

the punctuarty with with the interest will be med, as the best government securities.

The Bonds will be issued in sums of One Thousand Dol-lars, with interest coupons at the rate of six per cent at-tached, payable on the first days of January and July, of each year, at the office of the Company, in this city, or in sums of \$200 sterling, with interest coupons, at the rate of five per sont, payable in London—each without any deduction for taxes.

ber, 1860.

Twenty-five per cent of each accepted bid to be paid within awenty days after the receipt of notice of its acceptment at London, if for Sterling Bonds, and Philadelphia, if or Dollar Bonds; the remainder to be paid in installments very 90 days thereafter, until the whole amount is estiled, the full amount can be paid in at once if desired.

The proposals will be addressed to GEORGE V. BACON, reasurer. Philadelphia, and indorsed "Proposals for Loan," hey will specify the price effered for Dollar and Sterling onds, or either.

Bonds, or either.

The bids will be epened and determined by the Board of Directors, on the 16th day of September.

Any further information in relation to the road and its prospects will be furnished on application at the office of the Company, or to EDWARD MILLER, Chief Engineer, the special Agent of the Company in London.

J. EDGAR THOMPSON, President.

Philadelphia, July 18, 1852.

DAILROAD MORTGAGE, CITY and COUNTY BONDS -- We offer for sale at fair rates lowing SECURITIES of the most undoubted charac-

ter viz:
\$60,000 OHIO and PENNSYLVANIA SEVEN PER
SENT RAILROAD CONVERTIBLE BONDS, Coupons
onyable in New-York, lat July and let January. Principal
ing in 1865.

AILROAD CONVERTIBLE MORTGAGE SEVEN ER CENT. BONDS, Coupons payable in New-York, 1st

ad At Fagle Bridge the Troy and Boston Railroad connects

with a road 52 miles long, running through the rich and pro-ductive Counties of Washington, in New-York, and Rutland, in Vermont, from which a large amount of business is de-

rived.

At North Hoesick it connects with roads (the Troy and Bennington and the Western Vernont) 36 miles long leading through another rich and productive valley to Ruthaut, where it connects with Railreads leading to Burlington and to Boston. This latter connection is one of great importance as it opens the whole of Western Vernont from Bennington

The lease gives the Rutland and Whitehall Company.full

INCURRENT MONEY - We are buying State at one-third, Eastern at one-eighth, Jersey at one-quarter of one per cent, and other money proportion stely. MEGAREY & JOHNSON, 9 Wall, cor. New-st.

\$30,000 WANTED.—A loan of to be accured by State Stocks. Any person or corporation having this amount to loan may address W. J., Box No. 3,040 Post-Office, appointing an interview.

#### Ocean Steamers, &c.

OR CHARLESTON.—Semi-Weekly U. 8 Mail Line.—The new and fast going steamship UNION, R. Adams commander, will leave Pier No. 4, N.E., on SATURDAY, Aug. 20, at 4 oclock, P. M. precisely, For freight apply on board, where all bills of lading will be signed: both lines, have, since the full opening of the line, been most factering.

ALSO, TEN THOUSAND DOLLARS RUTLAND AND WHITEHALL RAILROAD STOCK, entitled to quarterly dividends at the rate of 7 \$\psi\$ cent, per anhum, payable in this city, without any delay or reduction. The Ratland and Whitehall Railroad extends from Castleton Village, Vermont, seven miles, to the New York State line, at Fairhaven, connecting the Rutland and Burlington, and the Rutland and Washington, and Rensselaer and Saratogs Railroads on the South, and forming with them the only North and South line from Troy via Saratogs Springs and Lake Champlain, at Whitehall, to Rutland, Surlington and Lower Canada. The Company is out of debt, with no contingent liabilities whatevar. The cost of the road as represented by the Capital Stock, all paid up, is \$175,000, and it is leased in New-York, being at the ratio of 7 \$\psi\$ cent. per annum, with a further sum sufficient for the expenses of keeping up its organization.

The lease gives the Rutland and Whitehall Company, full office of SPOFFORD, TILESTON & CO., No. 48 South-st.

office of SPOFFORD, TILESTON & CO., No. 48 South-st.

NEW-YORK and CHARLESTON
STEAMSHIPS—Semi-Weekly U. 8. Mail Line.—
Fine new and elegant Steamships
MARION. Capt. M. Berry,
UNION. Capt. M. Berry,
UNION. Capt. M. Berry,
IAMES ADGER, Capt. W. Foster,
IAMES ADGER, Capt. W. Foster,
IAMES ADGER, Capt. J. Dickinson,
forming a regular semi-weekly line between New-York and
Sharleston, will make their trips as follows:
UNION Saturday Aug. 28

BOUTHERNER Wednesday Sept. 4

JAMES ADGER Wednesday Sept. 4

JAMES ADGER Wednesday Sept. 19

BOUTHERNER Wednesday Sept. 19

Finese steams seave pler No. 4 North River, at 4 o'clock
F. M. precisely — For freight apply on board, and for pastage, at the counting-rooms of \*

SPOFFORD, TILESTON & CO., No. 48 South-st.

S. MAIL STEAM SHIP COM-

o PANY.—For New-Orleans, via Havana, the spien did steamship CRESCENT CITY, D. D. Porter, U. S. N. commarder, will rail from the pier at foot of Warran. N. R., on FRIDAY, Aug. 27, at 2 o'clock P. M. precisely.

RATES OF PASSAGE TO HAVAN AND NEW-GRLEANS.

NEW ARRANGEMENT. 

After salon Bertis. 50
Steerage Bertis. 25
Specie only taken on freight to Havana. 25
Specie only taken on freight to Havana. Freight taken to New-Oricans at 30 cents per cubic foot. Shippers of freight are requested to supply themselves with the Company's bills of lading, which may be had on application at the office. No other form will be signed. No bills of lading signed after the ship has salled. For freight or passage apply to M. O. ROBERTS, No. 177 West-st., cor. Warran.

LIPPER LINE for AUSTRALIA .-The magnificent new clipper ship WM. FROTHING-HAM will sail on SATURDAY, Aug. 29, and can yet accom-modate a few more passengers, for which apply to W. T. DUGAN. No. 43 Front-st., RUSSELL & MORTON, No. 31 Old slip, or ELLIOT & ARKELL, No. 145 Pearlet.

DISPATCH LINE for AUSTRALIA. The fast saling ship LADY ARBELIA will have dispatch for Port Philip and Sidney direct. Fast-supers for the above ports are respectfully invited to visit and examine the very comfortable arrangements of this vessel. For freight or passage apply on board, pier No. 6 North River, E. B. SUTTON, No. 84 Wallest.

OR AUSTRALIA-DOLPHIN CLIPPER LINE — For Port Philip and Sydney direct, the entirely new A lelipper DOLPHIN, 1,000 tuns nurthen, George A Trundy commander, will sail on her first voyage with immediate dispatch, for the above port. The accummodations in this beautiful vessel are unequaled for elegance and fitted up entirely for the counfort of families or single persons, having large and small state rooms. As this is the only clipper new up for that port, it is confidently exceeded the will make the shortest parage on record. For freight or passage early application will be necessary, on board, Pier No. 11 North River, foot of Carlisle-st, or to BUTLER BROTHERS, Nos. 163 and 118 South-st. N. B. A copy of the Australian Tarif, on all description of goods, can be seen at the office of the subscribers. Capt. Trundy will be happy to receive any consignments and can give reference to some of the first houses in the city.

FOR SAN FRANCISCO—At Reduced Rate, vin Aspinwall, Navy Bay — The favorite double cogine steamship PROMETHEUS, Capt. Churchill, 1,899 time buttlen, will leave Pier No. 2. North River, on SATUR-DAY, September 4, at So'clock, P.M., precisely, for Aspinwall, cirect, from whence she will proceed to San Juan del Norte, giving passengers the selection of either routs. For

Passage only.—The superior fast sailing ship ADE.
LAIDE, Cobb. Master, will be despatched for the above
port on the lat September. For passage only, (all her fieight
being engaged,) having very fine accommodations for famities and others, apply to SPOFFORD, TILESTON & CO.,
No. 48 South-st. POR SAN FRANCISCO-DIRECT.

payable in New York, ist July and 1st January. Principal doe in 1865.

\$39,000 WILMINGTON and MANCHESTER SEVEN PER CENT RAILROAD CONVERTIBLE MORTGAGE BONDS. Coupons payable in New-York, 1st June and 1st Dec. Principal payable in 1865.

\$23,000 MADISON and INDIANAPOLIS SEVEN PER CENT. CONVERTIBLE RAILROAD FIRST MORT. GAGE BONDS, Coupons payable 1st May and 1st Nocomber. Principal falls due in 1891. Entire debt of the Company \$250,000.

\$49,000 BELLEFONTAINE and INDIANA SPECIAL RAILROAD. CONVERTIBLE MORTGAGE SEVEN. REDUCED RATES—New-York and San Francisco Steamship Line.—The new steamship UNITED STATES, William C. Berry, Commander, 1,500 tuns burden, will taker her departure from New-York for Aspinwall, Navy Bay, on WIDNESDAY, September 1, at 3 P. M., connecting at Fanama with the new doublengine steamship WINFIELD SCOTT, 2,100 tuns burden, George A. Cole, Commander, which steamer awaits the arrival of passengers at Panama by the United States, from New-York, and immediately thereafter proceeds to San Francisco direct, without stopping at any intermediate ports.

San Francisco direct, without stopoing at any intermediate ports.

No detention on the Isthmus, this line having never failed to connect and leave Panama at the appointed time. These vessels, in accommodations and safety, are not sur passed by any on this route, and an experienced surgeon is attached to each vessel.

For Tickets apply to DAVIS BROOKS & CO., General Agents, No. 28 Beaver-st., or JONES & JONESON, No. 104 West st., corner of Liberty-st.

Passengers per United States will disembark alongside the wharf at Aspinwall, and take the Panama Raliroad, now open nearly to Gorgons, thus avoiding the risk attendant upon landing in boats at Chaptes, and the river navigation to Gorgons.

to Gorgona

The UNITED STATES will leave New-York
again on THURSDAY the 23d September to connect at
Panama with the fine new double-engine steamer "Cortes." TNITED STATES MAIL STEAM-

RAILROAD CONVERTIBLE MORTGAGE SEVEN PER CENT. BONDS, Coupons payable in New York, 1st July and 1st January.

\$25.000 INDIANA CENTRAL SEVEN PER CENT. RAILROAD CONVERTIBLE FIRST MORTGAGE BONDS, Coupons payable in New York, 1st May and 1st November. Principal payable let November, 1866.

\$25.000 CITY of PORTSMOUTH, Ohio, SEVEN PER CENT. BONDS, Coupons payable in New-York, 1st July and 1st January. Ouaranteed by the Sciota and Hocking Valley Raitroad Co.

\$30.000 ROSS COUNTY, Ohio, SEVEN PER CENT. BONDS, Coupons payable 1st July and 1st January. The principal falls due in 1871. They are guaranteed by the Cincipnant and Marietta Railroad Co. Population of the County \$2,000 genls; value of taxables, \$41,000.000.

\$25.000 ALLEN COUNTY, Ind., SEVEN PER CENT. BONDS, Coupons payable 1st July and 1st January.

\$25.000 ALLEN COUNTY, Ohio, SEVEN PER CENT. BONDS, Coupons payable 1st July and 1st Jan.

\$25.000 VAN WERT COUNTY, Ohio, SEVEN PER CENT. BONDS, Coupons payable 1st July and 1st Jan.

\$25.000 CLARK COUNTY Ohio, SEVEN PER CENT. BONDS, Coupons payable 1st July and 1st Jan.

\$25.000 CLARK COUNTY Ohio, SEVEN PER CENT. BONDS, Coupons payable 1st July and 1st Jan.

\$25.000 CLARK COUNTY Ohio, SEVEN PER CENT. BONDS, Coupons payable 1st July and 1st Jan.

\$25.000 CLARK COUNTY Ohio, SEVEN PER CENT. BONDS, Coupons payable 1st July and 1st Jan.

\$25.000 CLARK COUNTY Ohio, SEVEN PER CENT.

The foregoing BONDS are secured in the most ample manner by Mortgage or Deed of Trust, to some known and responsible citizen of New-York, with power, in case of default, to enter and sell cach line, with all equipments, &c., to raise money to pay amount of interest or principal.

The CITY and COUNTY BONDS are issued, in each case, by virtue of Special Acts of the proper Legislature, granting fail power for that pu pose, and on a direct vote of their issue.

The law under which these Bonds are created require the The law under which these Bonds are created require the The law under which these Bonds are created require the The law under which th NITED STATES MAIL STEAMSHIP COMPANY, connecting with the PACIFIC MAIL STEAMSHIP COMPANY, connecting with the PACIFIC MAIL STEAMSHIP COMPANY, conity through U.S. Mail Line for Caldiffornia and OREGON, via ASPINWALL and FANAMA—By order of the Postmater-Generel, the United States Mail Steamers, with the great California and Oregon Mails, are to be dispatched on the 5th and 20th of each month, direct for Aspinwall; and from New-Orleans on the 7th and 22d When these dates occur on Sunday, the sailing to be postponed until the Monday following. The Pacific Mail Steamers are to be in readiness for immediate dispatch on strival of the mails at Panama.

UNITED STATES MAIL STEAMSHIP COTES THE following is a list of the steamships belonging to this Company:

of the people interested, that vote being largely in favor of their issue.

The laws under which these Bonds are created require the proper authorities to make a SPECIAL LEVY of TAXES to be SET APART exclusively for the purpose of meeting the accruing interest, and gradually to reimburse the principal, which can be enforced through the courts of law, should it become necessary.

These debts operate in the nature of a mortgage, on the real and personal estates within the respective City and County limits.

The new Constitutions adopted by the people of Ohio and Indiana, prohibit absolutely the creation of any funded debt by Coonties, within their boundaries. This will prevent a further issue of securities of this sort.

Printed exhibits, in each case, can be had on application at our office, giving full and detailed information as to the instore of each security.

WINSLOW, LANIER & CO., No. 32 Wall st. New York, April 29, 1852 

TROY and BOSTON RAILROAD BONDS.—The understand offer at private sale \$
SECOND MORTGAGE CONVERTIBLE BONDS of the
TROY and BOSTON RAILROAD COMPANY. The
amount of this loan is \$300,000, of which \$100,000 have been
disposed of and the remainder will be sold in amounts to
mult purchasers.

Steerage. 35

Passengers are landed at the railroad depot, Aspinwall, free of expense. The railroad being in operation, and cars running over half the distance from Aspinwall to Pansaus, the transit of the Isthmus may be performed in from eighteen to twenty-four hours—the expense, which varies from \$10 to \$25, to be borne by the passengers.

PACIFIC MAIL STEAMSHIP COMPANY.

The public are informed that, under the new arrangement.

PACIFIC MAIL STEAMSHIP COMPANY.
The public are infurmed that, under the new arrangement of this Company, Steamers, inspected and approved by the Navy Denartment, commanded by Navy Officers, and carrying the U.S. Mails, will hereafter leave Panama immediately on the arrival of the Atlantic Mails, and San Francisco on the 1st and 15th days of each month, and will touch a Assumer.

A reserve Boat will be kept at each end of the route to

amount of this loan is \$300,000, of which \$100,000 have been disposed of and the remainder will be sold in amounts to suit purchasers.

The lean secured by the second mortgage has been made for the purpose of sompleting the Troy and Boston Railroad from Hoosiek Falls to the State line at Pownal, Vt., for purchasing additional furniture for running the road, and for laudating the floating debt of the Company. The Bonds are payable on the let of April, 1884, at the Bank of Commerce, in New York, and have interest coupons attached, payable at the same place. They are convertible into stock of the company at par for ten years from their date, and are secured by a mortgage on the road, its franchises and appurtenances, to John E. Wool and Jons C. Heartt, of Troy, subject only to the previous mortgage of \$350,000.

The capital stock of the Troy and Boston Railroad Company subscribed and paid in is \$421,534 SS. Amount subscribed and not paid in is \$65,505 St. To al, \$508,150 AS. The emount expended for construction and equipment up to August 1, 1854, is \$815,456 Sl.

The Troy and Boston Railroad extends from the City of Troy to the easterly line of the State at Pownal, Vermont, is wholly writhin the State of New-York, and is part of that line of Railway extending from the City of Boston to Troy and the Eric Canal, which is composed of the Fitchburg, the Vermont & Massachusetts, the Troy & Greenfield, and the Troy & Boston Railroad.

The Troy and Boston Railroad:

The Troy and Boston Railroad is located through one of the most productive farming Counties in the State, and along the banks of a river broken at short disrances by rapids and water falls, whore the factory, the machine shop, the farnace and the mill are pouring out the daily increasing products of human industry and skill. The hit's and mountains bordering this valley are filled with rocks, ores and minerals, and covered with valuable wood and timber, each and all of which are now being transported in large quantities over the road.

INITED STATES MAIL STEAM- THE ROYAL MAIL STEAMSHIP NITED STATES MAIL STEAM-BILP COMPANY, connecting with the PACIFIC LAIL STEAMSHIP COMPANY, conjument of through U.S. and Pansan.—The splendid new and double engine U.S. and Pansan.—The splendid new and double engine U.S. and Pansan.—The splendid new and double engine U.S. and Pansander will sail on MONDAY, Sept. 6, at a second process, P.M., precisely from pier at force of Warren et, orth River. The Pantine Mail Steamship Company's magnicent steamer PANAMA will be in resultness at Pansans receive the Obito's mails and passengers and sail immediately for San Francisco. No shorts will be spared on the art of the Companies to put their passengers through with specificin and comfort.

ARTES OF FARE TO ASPINWALL:

Beeond Cabin Standers 55
Faseingers will be landed at the Railroad whart Aspinwall, free. Transit of the Istimus at the passengers expense. Persons securing through passage by the United
States Mail Steamers from New-York, nave preference of
accour modistion or boars of the Pacific Mail Steamers.
Raice of fare from Pansons to San Francisco on the most
favorable terms. For freight or passage apply to
CHARLES A. WHITNEY, at the Office of the Co.'s,
No. 177, West st., corner of Warran, N.Y.

VANDERBILT LINE FOR SAN ANDERBILT LINE FOR SAN
FRANCISCO—The only line giving tickets for crossing the isthmus.—The shortest and chespest routs.—The favorite double engine steamship PROMETHEUS 1800 tons, will leave from Pier No 2 North River, at 3 o'clock P. M., precisely, on SATURDAY, Sept. 4, for San Juan eel Narta, direct, connecting with the double engine steamer S. B. LEWIS, 2006 tons, over the Niorarus transit route, having but 12 miles of land transportation. This route is now in perfect order, and passengers can rely upon going through with dispatch, in the most comfortable manner. These steamers have superior ventilation and accommodations—For information and passenge at the lowest raises, apply only

splendtd steamship CITY OF MANCHESTER, Rob-Leitch, Commander, will sail from Phila'elphia for Liv-pool on SATURDAY, September 4, a: 90'c'ock, A. M. Passage in midell salous state rooms \$30

Passage in forward salous state rooms \$30

Passage in the provided with Railway tickets to Philadelphia free of expense, by the salous state of the passage in the pass

THOMAS RICHARDSON, No. 41 Exchange-place. COR LIVERPOOL .- United States

Mail steamenty ATLANTIC, Contain James West.—
This steamer will depart with the U.S. Mails for Europa
positively on SATURDAY, Sept. 4, at 12 o'clock M., from
her berth at the foot of Caral st. No berths secured till pail
for. For freignt or passage, having unequaled accommodations for elegance and comfort, aprly to
EDW. K. CULLINS & CO., No. 56 Wall-st.
The steamship ARCTIC will succeed the ATLANTIC
and sail September 18, 1852.

STEAM BETWEEN NEW-YORK and GLASGOW.—The Glascow and New-York Steam-thip Company's powerful new Steamship GLASGOW, 1,981 tons and 409 horse power, Robert Craig. Commander, will sail from New-York for Glasgow on WEDNESDAY, 28th sall from New-York for Glasgow on WEDNESDAY Sept., and on SATURDAY, 20th Nov., at 12 o'clock, p. First Cabin. (Saloon State Rooms). \$50
First Cabin. (Saloon State Rooms). 75
Becond Cabin. 58
Eteward's fee included.
Apply to J. McSYMON, No. 33 Broadway.

THE BRITISH and NORTH AMERI-

THE BRITISH and NORTH AMERIA
CAN ROYAL MAIL STEAMSHIPS, between
NEW-YORK and LIVERPOOL, direct; and between
BOSTON and LIVERPOOL. The Boston ships only callling at Hallfax to land and receive mails and passengers.

ARABIA, Capt. —, AFRICA, Harrison,
PERSIA, Cept. —, EUROPA, E. G. Lott,
ASIA, C. H. E. Jadkina, NIAGARA, J. Stone,
AMERICA, N. Shannon, CANADA, Lang,
CAMBRIA, J. Leitch.

These vessels carry a clear white light at mast head, green
on starboard bow, red on port bow.
AFRICA, Harrison, fm NEW-YORK, Wednesday, Aug. 25.
CANADA, Lang, from BOSTON, Wednesday, Sept. 1.
ASIA, Judkins, from NEW-YORK, Wednesday, Sept. 18.
EUROPA, Lott, from NEW-YORK, Wednesday, Sept. 19.
AFRICA, Harrison, fm. NEW-YORK, Wednesday, Oct. 29.
AFRICA, Harrison, fm. NEW-YORK, Wednesday, Oct. 29.
AFRICA, Blannon, from BOSTON, Wednesday, Oct. 29.
AMERICA, Shannon, from BOSTON, Wednesday, Oct. 29.
AMERICA, Shannon, from BOSTON, Wednesday, Nov. 23.
NIAGARA, Stone, from BOSTON, Wednesday, Nov. 24.
AFRICA, Harrison, fm. NEW-YORK, Wednesday, Nov. 19.
AFRICA, Harrison fm. NEW-YORK, Wednesday, Nov. 19.
AFRICA, Harrison fm. NEW-YORK, Wednesday, Nov. 19.
AFRICA, Harrison fm. NEW-YORK, Wednesday, Dec. 27.
CANADA, Lang, from BOSTON, Wednesday, Dec. 15.
EUROPA, Lott, from SOSTON, Wednesday, Dec. 15.
EUROPA, Lott, from NEW-YORK, Wednesday, Dec. 15.
EUROPA, Lott, from BOSTON, Wednesday, Dec. 15.
EUROPA, Lott, from NEW-YORK, Wednesday, Dec. 15.
EUROPA, Lott, from BOSTON, Wednesday, Dec. 15.
EUROPA, Lott, from BOSTON, Wednesday, Dec. 22.
Passege from New-York or Boston to Liverpool—First
abin, \$200; second cabin, \$500. assege from New-York or Boston to Liverpool—First in, \$120; seasond cabin, \$70. kerths not secured until paid for. reight will be charged on specie beyond an amount for

Freight will be charged on specie beyond an amount for personal expenses.

An experienced Surgeon on board.

EF All letters and newspapers must pess through the Post Office. For freight or passage apply to E. CUNARD, No. 4 Bowling-Green.

EF French, German, and other Foreign Goods received and brought in common with British Goods. Through bills of lading are given in Havre for New York.

Wardness—By order of the British Treasury, watches of foreign manufacture, hearing the names or marks of English manufacturers, will be hereafter admitted in England in transitus for the United States and other countries. In coassaguence of which French and Swiss watches may be shipped at Havre for New York or Boston via Liverpoot, without incurring the risk, as heretofore, of being seized by the English Costom-House.

THE NEW-YORK and LIVERPOOL

THE NEW-YORK and LIVERPOOL
UNITED STATES MAIL STEAMERS.—The ships
composing this line are the following:
ATLANTIC, Capt. West. PACIFIC. Capt. Nye,
ARCTIC, Capt. Luce,
BALTIC, Capt. Grafton.
These ships have been built by contract, expressly for Government service. Every care has been taken in their construction, as also in their Engines, to insure strength and speed, and their accommodations for passages from New York to Liverpool in first class cabin, \$120; in second
do, \$70; exclusive use of extra size state rooms, \$200; from
Liverpool to New-York, £30 and £30. An experienced surgeon attached to each ship. No berth secured until paid for.

geon attached to each ship. No berth secured until paid for.	
	ES OF SAILING.
FROM NEW-YORK.	FROM LIVERPOOL.
Saturday July 10, 1852	Wednesday July 14, 1852
Saturday July 24, 1852	Wednesday July 28, 1352
Saturday Aug. 7, 1852	Wednesday Aug. 11, 1852
Saturday Aug. 21, 1852	Wednesday Aug. 25, 1852
Saturday Sept. 4, 1852	Wednesday Sept 8, 1852
Saturday Sept. 18, 1852	Wednesday Sept. 22, 1352
Saturday Oct. 2, 1952	
Saturday Oct. 16, 1852	
Saturday Oct. 50, 1852	
Saturday Nov.13, 1852	Wednesday Nov. 17, 1852
Saturday Nov.27, 1852	Wednesday Dec. 1, 1852
Saturday Dec. 11, 1852	
Saturday Dec. 25, 1852	Wednesday Dec. 29, 1880

For freight or passage apply to
For freight or passage apply to
EDWD R. COLLINS & CO., No. 56 Wall-st., N. Y.
BROWN, SHIPLEY, & CO., Liverpool.
E. O. ROBERTS & CO., No. 13 King's Arms Yard.

London.

JOHN MUNROE & CO., No. Rue Notre Dame des
JOHN MUNROE & CO., No. Rue Notre Dame des
The vistoires, Paris, or GEO. H. DRAPER. Havre.
The owners of these ships will not be accountable for gold,
diver, bullion, specie, jewelry, precious stones or metals, uness bills of lading are signed therefore, and the value thereof therein expressed.

EXCURSION to EUROPE and BACK In FORTY DAYS.—The LIVERPOOL and PHILADELPHIA STEAMSHIP CO. Intend esting their new Steamships as follows:

ADELPHIA STEAMSHIP CO. Intend sailing their new Beamships as follows

TUNS.

GITY OF MANCHESTER, 2,125, Capt Robert Leiten. GITY OF GLASGOW. 1610, Capt William Wytte FROM FRILADRIPHIA.

CITY OF MANCHESTER. Saturday, Sept. 4. GITY OF GLASGOW. 1610, Capt William Wytte. FROM LIVERPOOL.

CITY OF MANCHESTER. Saturday, Oet. 2. FROM LIVERPOOL.

CITY OF MANCHESTER. Wednesday, Aug. 11. CITY OF MANCHESTER. Wednesday, Sept. 25. GITY OF GLASGOW. Wednesday, Oet. 7. FROM FRILADRIPHIA. Wednesday, Oet. 7. FROM FRILADRIPHIA. Saturday, Oet. 7. FROM FRILADRIPHIA. Sept. 25. Salona ther Staterbus. 10 installation and Liverpool. Salona ther Staterbus. 10 installation and Liverpool. and found in provisions. From Philadelphia and Liverpool, and found in provisions. From Philadelphia. 520 | From Liverpool. 6 gulassa. Freight on the goods 50 | per tun, and soarse goods hardware, Ac., will be taken subject to agreement.

N. B. By the late alterations in the sailing of these steamsers in Europe, those to whom time is an object and steamers in Europe, those to whom time is an object and steamers in Europe, those to whom time is an object and steamers in Europe, those to whom time is an object and steamers in Europe, those to whom time is an object and the afficient for quick traveling by sailroad and steamers in Europe, those to whom time is an object and the facilities for quick traveling by sailroad and steamers in Europe, those to whom time is an object and the facilities for quick traveling by sailroad and steamers in Europe, those to whom time is an object and the facilities for quick traveling by sailroad and treamers in Europe, those to whom time is an object and the facilities of quick fraveling by sailroad and treamers in Europe, those to whom time is an object and the facilities of quick fraveling by sailroad and treamers in Europe, those to whom time is an object and the facilities of quick fraveling by sailroad and treamers in Europe, those to whom time is an object and the facilities of quick and the principal and the principa

R EMITTANCES-PASSAGES .-

REMITTANCES—PASSAGES.—

ROWMAN, GRINNELL & CO., No. 83 South st.,
New-York, sole and only authorized Agents for the SWALLOW-TAIL LINES OF PACKET SHIPS.

LIVERPOOL PACKETS sail 6th. LONDON PACKETS sail every and 21st of every month.

LIVERPOOL SOUTH STATE OF THE WEST, CONSTANTINE, ALBERT GALLATIN, ASHBURTON, NEW SHIP.

Persons wishing to send for their friends and destrous of bringing them out by any of the above magnificent ships, are informed that Messus BOWMAN, GRINNELL & CO. are the only Agents for the above ships in this city.

They also issee Drafts from 21 and upward, which are payable at sight in any town through Ireland and Great BOWMAN, GRINNELL & CO., 80 South-st., New-York, and 5 Regent's Road, Liverpool Packets leave New-York every alternate Thursday.

month.

London Packets leave New-York every alternate Thursday.

For passage apply as above.

HALIFAX STEAMER, for HALIFAX, NOVA SCOTIA.—The new and spicedid
steamship SIR JOHN HARVEY, built expressly for this
line, and furnished in elegant style for the accommodation
for Halifax, every SATURDAY, at 5 o'clock P. M., and
leave Halifax for Boston, every TUESDAY, at 5 o'clock P. M., and
leave Halifax for Boston, every TUESDAY, at 5 o'clock P. M., and
cond Cabin, without meals, \$5. For freight or passage, apply to CLARK, JONES & CO., Boston; B. WIER &
CO., Halifax; or, the Captain, on board.—Boston, July, 31,
1852.

PETREL, 800 tune W. Sampson Commander, will for BERMUDA and ST. THOMAS on the 8th Sep-

Steamboats and Hailroads.

DERMANENTSUMMERARRANGE-MENT.-For Flushing, St. Ronan's Well and New ik. he new and fast steamer GEORGE LAW, Capt. Lockwood, will on and after August 23, 1852, 1

COR SHREWSBURY, HIGH-

From New York.

Mocday, Aug. 16, 3+ P.M. Monday,
Tuesday, 17, 4
Wednesday, 18, 5
Thursday, 18, 5
Thursday, 19, 5
Thursday, 21, 11 A.M. Friday,
Tuesday, 24, 2 P.M. Saturday,
Thunday, 27, 2
Monday, 28, 2
Monday, 29, 34
Friday, 29, 34
Monday, 30, 4
Saturday, 30, 4
Monday, 30, 4
Tuesday, 31, 41
Tuesday, 3

On SUNDAYS, the EDWIN LEWIS will run to KEY-FORT, touching at Fort Hamilton; leaving the fort of Hammands tat 8; A. M. sad Robinson-st, st 9 A. M. Re-turning, leave Key Port at 3 P. M. OR SHREWSBURY, HIGHLAND

the New-Haven Pier, Peck-slip, East River, as From New York Monday, Asg. 16, 74 A.M. Menday, Aug. Tuesday, 17, 8 Wednesday, 18, 6 Wednesday, 18, 6 Wednesday, 19, 7 Thursday, Priday, Saturday, 21, 84 Saturday, Sulviday, 23, 10 Monday, Tuesday, 24, 11 Tuesday, 25, 12 M. Wednesday, 25, 12 M. Wednesday, 25, 12 M. Thursday, Priday, Saturday, 26, 1 P.M. Thursday, Triday, Saturday, 28, 6 Saturday, Sulviday, 29, 7 A.M. Sulviday, 11, 5 Saturday, 29, 6 Saturday, 11, 5 Saturday, 29, 7 A.M. Sulviday, Tuesday, 31, 8 Tuesday, Tuesday, 31, 8 Tuesday, 11 Streeday, 31, 8 Tuesday, 11 Streeday, 31, 8 Tuesday, 11 Streeday, 31, 8 Tuesday, 31, 8 Tues

THE NEW STEAMBOAT GOLDEN

GATE, Capt. Henry Conover, will leave New York,
pier foot of Robinson-st., (N. R.), daily (Sundays axcepted),
for SHREWSBURY, LONG BRANCH, OCEAN HOUSE,
HIGHLAND DOCK, (Middletown), as follows:

Leaves Red Bank.

Leaves Red Bank.

Tuesday, 18, 4 P. M. Tuesday, 19, 9

Friday, 29, 6

Saturday, 21, 9 A. M.
Wednesday, 18, 4

Thursday, 23, 4 P. M. Tuesday, 21, 1 P. M.
Monday, 23, 4 P. M. Tuesday, 21, 1 P. M.
Tuesday, 24, 4 Wednesday, 21, 2 A. M.
Wednesday, 25, 4 Thursday, 25, 12 M.
Tuesday, 26, 4 Friday, 29, 29

Wednesday, 26, 4 Thursday, 21, 1 P. M.
Thursday, 26, 4 Friday, 27, 12 M.
Monday, 30, 6 A. M. Monday, 30, 10 A. M.
Tuesday, 31, 4

N. B.—This Boat will positively stop at the Ocean House
and Highland Ocek. Tuesday, ... 31, 4 ... N. B.—This Boat will positively stop at the Ocean House and Highland Ocek.

A LBANY, TROY and LEBANON A SPRINGS.—The cars of the NEW-YORK and HAR-LEM RAILROAD, leave the City Hall Statice, New-York, Daily, (Sundays excepted.) at 10 clock, A. M. Mail Train to Chatham Four Corners, connecting with Western Railroad fer Albany and Troy, Lebanon Springs, Pittsfield, Spring-field and other intermediate Stations. At 3 c'clock, P. M. Accommodation Train to Chatham Four Corners, connecting with Western Railroad going East. To Passeegers for Lebanon Springs will take the 10 c'clock, A. M. Train to Chatham, Western Railroad to Cansan, and Stage to Lebanon, arriving early the same after-moon.

W. SLOAT, Superintendent.

REGULAR MORNING LINE for ALBANY.—From the wharf foot of Murray-st. at 7 o'clock A. M. daily (Sundays excepted) making the usual landings. The fast and splendid steamer ALIDA. Capt H Patterson, will leave New-York Mondays, Wedoesdays, and Fridays, and Albany at the same hour each alternate day. The new and beautiful steamer REINDEER, Capt. C. W. Farnham, will leave New-York, Tuesdays, Thursdays and Saturdays and Albany each alternate day. Meals served on board. N. B. Fon further information apply to

days and Albert each information apply to JAMES BISHOP & Co., No. 3 Beaver-st. STEAMBOAT ARMENIA—For Poughkeepsie, Newburgh, Conzens, Cold Spring, Cornwall and Milton, from the foot of Jay-st, every afternoon at o'clock. Returning, will leave Poughkeepsie every morning at 6 o'clock, (Sundays excepted) Meals served on board.

THE NEW and elegant steamer FRAN-CIS SKIDDY will leave foot of Jay-et at 15 minutes before 7 o'clock, for Albany, Fare 50 Cents, on MON-DAYS, WEDNESDAYS and FRIDAYS, making the DAYS, WFDNESDAYS and FRIDAYS, making the following landings: West Point, Newburgh, Poughkeepie, Kingston, Bristol, Catskill and Hudson, returning on alternate days, making the same landings. This but will not nece or pay the least attention to any other boat, but go regularly along, arriving in good essaon. The owners feel confent that passengers by her will pronounce her the safest and most comfortable boat on the river. Written instructions have been given to the Captain, and may be found hanging up on board of the boat, by the side of the Inspector's Certificats. This boat is provided with Francis's Patent Metalic Life Beats. The public may depend on this in all respects.

JAMES McCULLOUGH, Agent, No. 159 Front-st.

SCHOOLEY'S MOUNTAIN.—The best route from New-York is via New-Hampton, twice daily, by Central Railroad of New-Jersey. Only ten miles by stage, and a good road. On and after July 22d, leave by steamer RED JACKET, from Pier No. 1, N R., at S.A. M. and 12 M. Fare \$2 124. Through in 54 hours For tickets, or further information, apply at HOPE'S Express Office, No. 78 Broadway, or on board the boat.

Hope's Express runs in connection with this line.

NEW-YORK and ERIE RAILROAD. EW-YORK and ERIE RAILKOAD.

—Trains leave pler foot of Duane-st as follows:

EXPRESS TRAIN at 6 A. M. for Dunkirk, connecting with first-class steamboats for Cleveland, Sandusky, Toledo and Monroe, and railroads to Cincinnati and Chloago.

Mail. Train at 8 A. M. for all stations.

WAY TRAIN at 8 P. M., via Piermont, for Delaware.

WAY TRAIN at 8 P. M., via Piermont, for Delaware.

NIGHT EXPRESS TRAIN at 6 P. M., for Dunkirk, connecting with first-class steamboat for Detroit direct, sounce-ting with Express Train for Chicago.

EMIGRANT TRAIN at 6 P. M. via Piermont.

CHAS. MINOT, Superintendent.

NEW-YORK and ERIE, and ELMIRA and CANANDAIGUA RAILROADS.—Trains leave Pier foot of Duane-et. as follows: Day Express—At 8 A M. for Canandaigua, Rochester and Niagars Falls, arriving at the above named places the same evening. Mail Trains, leave at 8 A. M., stopping over sight as Fluira. A Elmira
Night Express - Leaves at 6 P. M., arriving at Canandalrou at 7.40 next morning, in time to take the 71 train for
Rochester, Buffale and Niagara Falls.
This is the quickest, cheapest, and most comfortable route
to Western New-York and Canada West
CHARLES MINOT, Supt. N. Y. and E. R. R.
W. G. LATHAM, Supt. C. and E. R. R.

N. E. A. THAM, supp. 0. and D. E. R. T. E. T. E.

beyond.) and \$30 P. M., through to New Haven.
At \$30 P. M., for Norwalk—at \$30 A. M. and \$30 P. M.
for Pert Chesser.
The H.50 A. M. runs in connection with train, from NewHaven to Hartford and Springfield, and with train over the
Censi road
Express Trains for New-Haven, Hartford, Springfield and
Bos on, and by Connecticut River to Ogdanaburgh, Montreal.
The 3 A.M. stopping at Stamford and Bridgeport, connecting with Houstonic and Naugatuck Railroads at Bridgeport,
and Caral Railroad at New Haven—and at \$30 P. M. stopping at Stamford, Norwalk and Bridgeport, connecting with
Houstonic and Naugatuck Railroad at Bridgeport,
TRAINS INTO NEW-YORK.
ACCOMMODATION AND SPECIAL.—At \$30, 7 and \$35 A.
M. and \$42 P. M., through from New-Haven.
At \$4 M. from Norwalk—at \$530 A. M. and \$45 P. M.
from Port Chester.
The \$35 A. M. receives passengers from Springfield and
Hartford and Canal Railroad at New-Haven. The \$20 P. M.
receives passengers from Hartford, Springfield and Northern
Railroad.
EXPRESS TRAINS LEAVE New-Haven, on arrival of
trains from Beston at \$1.5 and \$50 P. M. (stopping at
Bridgeport Norwalk and Stamford)—leaving Boston at \$4 A.
M. and \$45 P. M.
See large bill of advertisement at the station-house and
principal hotels.

GEO. W. WHISTLER, Jr. Supt.

CENTRAL RAILROAD CO, of NEW-JERSEY-Through from New-York to Easton, Pa. In Four Hours, commencing Aug. 2. Leave pier No. 1, North River, per steamer RED JACKET, for Easton and intermediate places at 8 A. M. 12 M. and 345 P. M. and for Somerville at 6 P. M. Returning, leave Phillippburg (opposite Easton) at 6 and 10.39 A. M. and 3.15 P. M.

CAMDEN and AMBOY RAILROAD for PHILADELPHIA, from Pier No. 1, North River, foot of Sattery-piace, by eteamboat John Potter.—Two lines étaily; Morning Line leaves at 7 A M; Afternoon Expressible at 2 P. M., through to Philadelphia in 4 hours. Fara, let class care. \$3; 2d class line, by 2 P. M., only \$2. Returning, leave Philadelphia from foot of Wainutest at 2 A M., and 2 P. M. Emigrant Line by teamboat Transport from Pier No. 1, at 5 P.M. Vare \$150.

L'REIGHTS to VERMONT and NEW-HAMPSHIRE at reduced rates.—Ship by steams TRAVELER from Peck-slip, every day at 3 P. M. Throug tickets via New-York and New-Haven Railroad. For par-ticulars apply at the Railroad Office, No. 152 Southert. N. I P. HYDE, Agent.

FOR BOSTON via NEWPORT and FALL RIVER.—The splendid and superior steamers BAY STATE, Capt Wm. Brown, and EMPIRE STATE, Capt Benja nin Brayton, leave on alternate days, (Sundays excested, if four Pier No. 3, N.R., near the Sattery, at 5 f. M. For Invight, apply on board, or at the office on Pier No. 3. TISDALE 4 BOARDEN, Agents. Nos 70 and 71 West-st. EGULAR MAIL LINE. via Stoning-

L ton. for BOSTON, PROVIDENCE, NEW-SED-FORD and TAUNTON.—The steamers G. VANDERBILT and COMMODORE, of this line now run regularly as here tofter, alternately leaving Pier No. 2 North River, first wharf above Battery-piace, daily, Sundays excepted, at 5 P.M., and Stoniastic at 3 o-clock P.M., or on arrival of the mail train, which leaves Bogton at 5 30 P.M.

The steamer PERRY leaves Providence for Newport, daily, except Sundays, as 9 A.M. and 8 P.M. New-Bedford and Taunton passengers proceed immediately on the arrival of the mail train at Mansfield.

For freight or passage, apply at the office, No. 10 Battery-place, or on board the batts. freight or passage, apply at the office, No. 10 Battery-or on board the boats.

ATEW-JERSEY RAILROAD.—NEWecond-class.

BALTIMORE, WASHINGTON and CHARLESTON
brough tickets sold in the above lines, and through bageage
are do in the 9 A. M. and 5 P. M. Lines from New-York
with through conductors.

24 "Mail, STURNING.

1st Train—Express Mail, leaves Niasara Falls at 7.10 A.M.
26 "Accommodation, 5.30 P.M.
27 "Accommodation, 5.10 "S. M. S. M. M. S. M. M. S. M. S. M. S. M. M. S. M. S.

fast, leave for Niagara Falis at 9.35 A. M., and arrive there at 1136 F. M.
Returning, Passengers leaving Niagara Falis by either of the Express Trains, will reach Rochester in time for the Express Trains East, and arrive at Albany, New-York or Boton, several hours sooner than by any other route.
Trains on this Road are run in direct connection and into the same depôt at Rochester, with the Rochester and Albany Lino. The Road passes along the Eric Can it, through the most beautiful and highly cultivated portion of Western New-York, and through the large villages of Brockport, Aibiton, Medica and Lockport.
The cars are all new and unsurpassed.
Passengers to Niagara Falis will take the Cars on the right sight Rochester, July 31, 1832.

Rochester, July 31, 1832.

MICHIGAN SOUTHERN and NORTHERN INDIANA RAILROADS.—GREAT MAIL ROUTE TO CHICAGO.—On and after MONDAY, May SI—until further notice—passenger steamers and trains til ren as follows:

EXPRESS STEAMERS AND TRAINS GOING WESTARD.—One of the first-class steamers, SOUTHERN
IICHIGAN, NORTHERN INDIANA or EMPIRE
TATE, will leave Bufalo daily, Sundays excepted, atM, and Dunkirk at 12 at night, reaching Monroe at 2
M, the next day, and proceeding to Toledo the same
termoon.

EXPRESS TRAINS AND STEAMERS GOING EAST-

Chicago.

EXPRESS TRAINS AND STEAMERS GOING EAST-WARD.—Express trains will leave Chicago at 9 P. M., daily, Saturdays excepted, and reach Mooreo at \$\frac{1}{2}\$ next morning. An express scamer will leave Toledo every morning, except Sunday, and leave Monroe on arrival of the trains from Chicago—and reach Dunkirk and Buffalo several hours previous to the time for the first Express trains east for New-York. Albany and Boston.

The steamers and trains at Monroe Will connect each way regular boats for Detroit and Toledo.

ACCOMMODATION MAIL TRAIN GOING WEST WARD.—This train will leave Toledo daily, Sundays excepted, at 8 A. M., connecting at Toledo with a line of steamers from Cleveland and Sandusky, and stopping at all the way stations, will reach Chicago at \$\frac{1}{2}\$ P. M.

GOING EASTWARD.—Leave Chicago daily, Sundays excepted, at \$\frac{1}{2}\$ A. M., stopping at all stations, and arriving at Toledo at 9 P. M., connecting with steamers to Sandusky and Cleveland, and arriving the terms from the way and constructing trains from those places.

A packet-boat leaves Toledo at 8 A. M. for Fort Wayne and ports on the Wahash Canal.

JOS. H. MOORE,

Adrian, June 1, 1852.

## Exentsions, &c.

TENTRAL RAILROAD COMPANY CENTRAL RAILROAD COMPANY
of NEW-JERSEY.—EXCURSION TRAINS.—
NEW-YORK to EASTON, Pa.—This Company will run an
Excursion Train from New-York to Phillipsburg and return,
on TUESDAYS, the 10th, 17th, 24th and 31st days of August,
instant: Leaves pier No. 1 North River per steamer RED
JACKET, at § A M., and from foot of Courtlandt-st. (connecting at Elizabethown) at same hour, stopping ten minuters at the High Bridge to afford an opportunity to view the
same, arriving at Phillipsburg at 12 M. Returning, leaves
Phillipsburg at 3 15 P. M., same day, arriving at New-York
at 7 P. M. Tickets for the excursion (good only on the day
sold) may be procured on board the boat, or at the office, foot
of Courtlandt-st. Fare from New-York to Phillipsburg and
return by steamer Red Jacket and care, \$1 75. Fare from
New-York to Phillipsburg and return via New-Jersey Rail
road, \$1 83.

# Aledical.

BEWARE of IMPOSITION.—The

BEWARE of IMPOSITION.—The greater the value of any discovery, the higher it is herd in the esteem of the public, and so much in proportion is that public liable to be imposed upon by the sourcost ionitations of ignorant, designing and dishonest men, who, like the crone in the hive, have neither the ability nor inclination to think or provide for themselves, but thrive and luxuriate upon the earnings of the deserving.

The extraorcinary success attending the use of Dr. Wistar's Balsam of Wild Cherry in diseases of the longs, and the many singular cures it has effected, have naturally attracted the attention of many physicians, as well as the whole fraternity of quacks—and caused unprincipled counterfeiters and imitators to palm off spurious mixtures, of similar name and appearance of the genuine Balsam. Some are called "Syrup of Wild Cherry and Tas," "Cherry Byrup," "Compound Syrup of Wild Cherry," "Wild Cherry Cemtrey," and sundry other compounds; to which they attach a long string of putts. But of such nostrums we know rothing. It is Wistar's Balsam of Wild Cherry some that performs the cures. Let them not deceive you. The genuine signed 1. BUTTS

SETH W. FOWLE, Druggist, No. 133 Washington-et. Beron, Mass, is the sole proprietor of the original receipt for the manufacture of the genuine medicine, and supplies both at wholesale and retail, and of whom agencies can be obtained.

For sile, at wholesale or retail, by A. B. & D. SANDS, General Agents, No. 100 Fulton-st.: THOMAS & MAXWELL, No. 38 William-st.; JOHN MILHAU, No. 183 Broadway: Aster and Irving House Drug Stores, and No. 110 Broadway.

DR. B. BROWN WILLIAMS, assisted

R. B. BROWN WILLIAMS, ussisted by Dr. A. D. OLMSTEAD, an Electropathist, No. 506 Broadway, by his new mode of medical treatment, is daily coring successfully Paley, Rheumatiam, Scrofula, Brouchitta, Incipient Lung Diseases, Network Eyes, Blindness, Dyspepsis, Tetter, with all grades of Eruptive Diseases, Ulcers, and Sores of Long Standing, and Cancers, by correct constitutional and local treatment. Hours for consultation and treatment from 9.A. M. to 9.P. M. My daughter has been so deaf for five years that we feared she would lose her voter also, Dr. Williams, in two weeks, restored her perfectly, to my great satisfaction and utter, astonishment. Margatet Plampey, No. 127 Chitomest. Dr. Williams cured me of a Scrotulitic and Rheumatic affection of the knee joint, which disabled me from waiking for a long while, in three vaints, and that, too. after three of the best physicians had tried in vain to being me.

C. B. STOCKWELL, No. 247 Broadway.

DYSENTERY and DIARRHEA effectually cured by HUNTER'S DYSENTERY CORDIAL, warranted without opium or any kind of drugs—eight years in use and not one faiture. The const respectable references given in Philadelphia, where it is extensively used. Highly agreeable to the taste. For children and persons of delicate stomach it is much recommended by the care characters. persons of delicate stomach it is much recommended by the first physicians.

E. R. E. VANS, Wholesale Agent, No. 9 South 3d-st, Philadelphia. Just received and for sale by C. H. RING, Druggist, corner Broadway and John-st, New-York, and by BOSWELL & Co., No. 112; Grand-st, Williamsburgh. Agents wanted in every section of the Union.

REAT CURE for DYSPEPSIA!—Dr.

GREAT CURE for DYSPEPSIA!—Dr.

HOUGHTON'S PEPSIN, the true Digestive Fluid or Grattne Juice, prepared from Rennet, or the Stomach of the Or, after directions from Baron Liebtg, the great Physiological Chemist, by J. S. HOUGHTON, M. D., Philadelpian, Pa. This is a Great Natural Rennedy for Indispetion and Dyspepsia, curing after Nature's own method by Nature's own agent the Gastric Juice. Pepsin is the chief element or great Digesting Principle of the Gastric Juice—the Solvent of the Food, the purifying, preserving and stimulating agent of the stomach and intestines. It is extracted from the digestive stomach of the ox, thus forming an artificial Digestive Fluid, precisely like the natural gastric Juice, in its chemical powers, and farmishing a complete and perfect substitute for the Solvent of the Gastric Juice, in its chemical powers, and farmishing a complete and perfect substitute for the Solvent of the Gastric Juice, in its chemical powers, and farmishing a complete and perfect substitute for the Solvent of the Gastric Juice, in the chemical powers, and farmishing a complete substitute for the Solvent of the Gastric Juice, in the dependence of the grave. The scientific evidence upon which it is bused in the highest degree carloos and remarkable. Wholesale and retail Agents J. BALLAK CO., No. 109 Massard St.

MRS. ALLEN'S WORLD'S HAIR

MRS. ALLEN'S WORLD'S HAIR RESTORER is not a bair dye, and contains no deleterious ingredient. It never fails to restore the hair, however gray, to its original color, and at the same time to strengthen and restore the right, however weak, if applied according to directions. The hair will retain its original color during

hife. By invigorating the skin, muscles, nerves, biked vesses and roots of the hair, prevents the hair from failing, our buildness removes and prevents dizziness, headachs, propriation of the head, dandruff, scald head, or any eruptions of the head. See New York Chronicle for old and large educationment. Price \$1.50 per bottle. For mice at the principe deput. No. 355 Broomest, correr of Elizabeth: No. 180 an 127 Bawery; No. 192 Broadway; No. 279 Washington-st. No. 247 Fulton-st., Brooklyn.

DARENTS, SAVE YOUR CHILD REN:—Cholera Cholera Infantum, Diarrhea and Oyentery cured by Dr. PETTIT'S Diarrhea Mixture. This is a safe cure. No family should be without it. It has no epiumor other drug that will injure, but is composed of purely vesstable matter. This medicine is not like a great many, sold to cure every disease that fesh is beit to but it is coil to cure the above complaints and it will do it. For sale at Nos. 802 Broadway, S18 Sewery, C. H. RING. corner Broadway and John-St. New-York: and at ROBERT H. THAYER'S, corner Columbia and President siz. Broadlyn.

### Water Cure.

DR. SHEW'S SUMMER WATER-CURE ESTABLISHMENT, at Bennington, Vt., (one hour's railroad ride from Albany and Troy.) is new open. Mountain scenery unsurpassed.

EAST BROADWAY WATER CURE.

- Dr. QUIMBY continues to receive patients at this
establishment. A few Boarders can be accommodated. No.
187 East Broadway, New-York.

MRS. L. N. FOWLER, M. D., will consult with ladies medically, at her residence, No. 233 East Broadway, from 9 A M to 1 P. M DR. WELLINGTON will continue

to receive patients at No. 184 12th-st., where he has been associated with Dr. Shew. A few transient Boarders taken. City practice faithfully attended. EBANON SPRINGS WATER

CURE.—This establishment, now in the eighth year of its existence, superintended by D. CAMPBELL and LADY, as heretofure, will be opened for invalide the 18th of May. The Medical department is filled by B. WILMARTH, M. D. Mrs. WILMARTH will assist in the treatment of special complexes.

ORANGE MOUNTAIN WATER-tous to this institution take the Morris and Essex Railroad, at the foot of Courtlandt-st, at 34 and 10 A. M., and 4 and 6 P. M.

6 P. M.
Returning, leave Water-Cure station at 7 and 8 A.M., and
North Orange at 1 and South Orange at 3 and 5 P. M.

### Legal Notices.

N PURSUANCE of an order of the Surrogate In of the County of New York, notice is hereby given to all persons having claims against ANDREW McLEAN, late of the City of New York, manufacturer, deceased, to present the same, with vouchest thereof, to the subscriber, at the office of John M Cahill, Esq., No. 7 Nassau-st., in the City of New York, on at before the 24th day of February next.—Dated New-York, the 18th day of Anguast, 1984.

MARY McLEAN, Administratrit.

IN PURSUANCE of an order of the Surrogate of the County of New York, actice is hereby given to all persons having claims against CHARLES E. VAN ACLERN, has of the City of New York, decembed, to present the same, with voughers thereaf, to the subscriber, at his residence, No. 121 West 22d st, by the City of New York, on or before the first day of Petroary man.

sts., in the City of New York, on or before the twentieth day of Set tember next.—Dated New York, the 17th day of March, 1882. ml5 lawforTh\* JOHN E. SKAATS.

Essecutors.

IN PURSUANCE of an order of JESSE C.

SMITH, Esq., Surrogate of the County of Kingse, notice is hereby given, according to law, to all persons having claims against, HENRY JURGENS, the of the late village (now City) of Wilhamstory), deceased, that they are required to exhibit the same, with the vouchers thereof, to the subscribers, JOHN H. CORDES, at his zones, No. 212 Falton st., in the City of New York, on or before the 17th day of November next.—Dated May II, 1862, mg/13 law/dm\*

JOHN H. CORDES, Administrators. N PURSUANCE of an order of the Surrogate

A of the County of New York, notice is hereby given to all persons having claims against WILLIAM CHARDAVOYNE, late of the City on New York, deceased, to present the same with vouchars thereof to the subscribers, at their office, No. 124 Cherry st., in the City of New York, on or believe the twenty first day of February next.—Dated New York, the 11th day of August, 1850;

THOMAS C. CHARDAVOYNE, Executors, and I lawfow The GEORGE M. CHARDAVOYNE, Executors. SUPREME COURT of the State of New OF KEME COURT of the State of New-york.—BLNJAMIN CURTIS, STILES E. LIGHTHOURNE, and DIANA LIGHTHOURNE against WILLIAM W CAMP-BELL, ELIZABETH SKELTON and SAMUEL L. BURRITT.— Summons for rehei-(Com. not ser.)—To the Defendants: You are hereby summoned an required to answer the complaint in this action, which was field in the adic cot the Clerk of the City and County of New York, at the City Hall, in easi city, and to serve a copy of your answer to the sain complaint, on the subscriber at his office, No. 66 Wallst., in said city, within twenty days after the service of the summons on you exclusive of the day of such service; and if you fail to answer the saic complaint within the time aforesaid, the plaintiffs in this action will apply to the Court for the relief demand-ed in the complaint.—Dated New York, July 12, 1852.

jy22 law15w Th HENRY E. DAVIES, Flamilis' Attorney, jy22 law15w Th HENRY E. DAVIES, Flamilis' Attorney, Fleave take notice that the complaint in the she veaction was but the Clerk, and at the place above mentioned, on the letth day July, 18v2.

H. E. DAVIES, Planinis' Attorney

ten o'clock in the foremon of that day, then and there to attend the final settle ment of the accounts of Dudley B. Faller, as the Administrator of all and singular the goods, chattele and credits of the said Theodore Allen, decreased, and hererof fail not.

In testimony whereof, we have caused the seal of office of our said Surrounts to be bereinted after.

It estimony whereof, we have caused the seal of office of our said Surrounts to be been on the said of office of our said Surrounts to be been of the said of office of our said County of Dutchess, and the said the said Surrounts to be the said of the said of the said the said of t

HENRY BERTHOLF, Commissioners, act to Go. L. OSBORNE,

HENRY E. DAVIER, Attorney

Aught 1515

CUPREME COURT.—In the matter of the apply pleating of the Mayor, Adderman and Commonalty of the Gity of New York, relative to the OPENING and LAYING OUT of a public SQUARK, in the Nineteenth Ward of soid city.—The undersigned, Commissioners of Estimate and Assessment in the above entitled matter, hereby give notice, pursuant to the requirements of an Act of the Legislature of the people of the State of New York, and the Mayor and allow the City of New York, and on the City of New York, and on the county of New York, and on the property occupant or occupant of all bones, and improved or unimproved lands affected thereby, and who may be opposed to the same, are requested thereby, that they have completed their estimate and assessment in the above entitled matter; and that all persons whose interests are affected thereby, and who may be opposed to the same, are requested to present their objections in writing, to MOSES MAYNARD, Jr., Eng., the Chairman of the said Commissioners, at the office of John A. Weeks, No. 56 Wall St., in the City of New York, with they days from the date of this notice. And that the limits embraced by the and estimate and assessment, are as follows, that is to say: All the said estimate and assessment, as a follows, that is to say: All the said estimate and assessment, as a follows, that is to say: All the said estimates and assessment, as a follows, that is to say: All the said of the City of New York, self-brounded, described by the opening as follows, that is to say: All the said of the City of New York, and the said, by the northerly line or side of Sixthaw, (6th-av.) on the said, by the northerly line or side of Sixthaw, (6th-av.) on the said, by the westerly line or side of Sixthaw, (6th-av.) on the said, by the westerly line or side of Sixthaw, (6th-av.) on the said, by the westerly line or side of Sixthaw, (6th-av.) on the wash, by the least of the City of New York, and the said commission SUPREME COURT.—In the matter of the ap-

HENRY BREKMAN,
HENRY BERTHOLD,
GOO, L. CHORNE,
BARRY E. DAYDO, ACCORDED.